

WHOLE
WORLD
OF

SPORTS

COVERED
FOR
THE

BOSTON AMERICAN

BY ITS
CORPS
OF

EXPERTS

TENNESSEE TOSHI USERS

NATIONAL LEAGUE HOW THE CLUBS STAND.

Club	W.	L.	P.
Chicago	11	11	1.000
Cincinnati	10	12	.833
Pittsburgh	10	12	.833
St. Louis	10	12	.833
Philadelphia	9	13	.692
Brooklyn	9	13	.692
San Francisco	8	14	.571
Washington	8	14	.571
Cleveland	7	15	.467
St. Paul	7	15	.467

GAMES YESTERDAY.
At Boston—Philadelphia, 2; Cincinnati, 1.
At Brooklyn—Brooklyn, 6; St. Louis, 0.
At New York—Chicago, 11; New York, 0.

GAMES SCHEDULED TO-DAY.
Pittsburgh at St. Paul.
Chicago at St. Louis.
Philadelphia at Brooklyn.

BATTING ORDER.

BOSTON.
Goode, 1st.
Fitzgerald, 2d.
Fitzgerald, 3d.
Fitzgerald, 4th.
Fitzgerald, 5th.
Fitzgerald, 6th.
Fitzgerald, 7th.
Fitzgerald, 8th.
Fitzgerald, 9th.

Dick Hyland, Who Didn't Like Goodman's Game and Suddenly Left Hob



EXETER WILL PLAY ANDOVER ON SATURDAY.

The annual baseball game between Exeter and Andover takes place at Andover next Saturday and one of the hardest contests of the series between the two rival prep schools is expected.

SCHOOL GAMES TO-DAY.

Cambridge Latin vs. Rockport High.
Cambridge Latin vs. Rockport High.
Cambridge Latin vs. Rockport High.

NEW ROUTE WILL BE CHOSEN FOR BIG VANDERBILT PROAD RACE

By J. K. KERRISON

A trailer car company has leveled a portion of the course for the Vanderbilt proad race, and the committee in charge of the race is now looking for a new course. The route stretch of road between New Hyde Park and Mineola will be used for the race. The committee in charge of the race is now looking for a new course. The route stretch of road between New Hyde Park and Mineola will be used for the race.

N. E. LEAGUE STANDING.

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Cambridge Latin	8	14	.571
Cambridge Latin	8	14	.571
Cambridge Latin	7	15	.467
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EASTERN LEAGUE RESULTS.

At Providence—Providence, 4; Providence, 3.
At New Haven—New Haven, 2; New Haven, 1.
At New York—New York, 1; New York, 0.

COLLEGE GAME RESULTS.

At New Haven—New Haven, 2; New Haven, 1.
At New York—New York, 1; New York, 0.

YACHT STOVE, PRINUS, KNOTER, JEWEL AND GASOLINE STOVE.

We are the headquarters for all the latest in yachting. We have a large stock of yachting equipment and supplies. We are the headquarters for all the latest in yachting.

COLLEGE GAMES TO-DAY.

New York vs. Providence at Yale Field.
New York vs. Providence at Yale Field.

TAKEN ALL IS OUT OF GAME IN BAD ANKLE

BATTING ORDER.

Club	W.	L.	P.
Cleveland	11	11	1.000
Cleveland	10	12	.833
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Cleveland	8	14	.571
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Cleveland	7	15	.467
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Specified for the Boston American.

CLEVELAND, June 7.—Acting Manager Stahl is sorely grieved over the loss of pitcher Handley, who has been out for three days as he had hoped to finish another game from the Naps through him. Stahl has turned to the other pitchers and has had to make do with the best he has.

When Jack Hayden goes the Phillies today an immediate change will be made in the lineup of the team. Stahl will be kept on the bench until one of the other pitchers can be found to take his place.

While Cleveland baseball writers have been busy with the news of the loss of Handley, they have not been so busy with the news of the loss of Handley.

Boys Walter and Hayden pitched good ball yesterday, but the former was out for the night, and the latter was out for the night.

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AMERICAN LEAGUE

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GAMES YESTERDAY.

At New York—New York, 1; New York, 0.
At Boston—Boston, 1; Boston, 0.
At Philadelphia—Philadelphia, 1; Philadelphia, 0.

GAMES SCHEDULED TO-DAY.

Boston at Cleveland.
Philadelphia at New York.
New York at Boston.

MINOR GAMES TO-DAY.

At New York—New York, 1; New York, 0.
At Boston—Boston, 1; Boston, 0.
At Philadelphia—Philadelphia, 1; Philadelphia, 0.

CONNECTICUT LEAGUE.

At New York—New York, 1; New York, 0.
At Boston—Boston, 1; Boston, 0.
At Philadelphia—Philadelphia, 1; Philadelphia, 0.

EASTERN LEAGUE.

At New York—New York, 1; New York, 0.
At Boston—Boston, 1; Boston, 0.
At Philadelphia—Philadelphia, 1; Philadelphia, 0.

BOB WICKER JOINS REDS' BALL TEAM

By Boston American. Ensign Wire. NEW YORK, June 7.—The following contracts and releases have been announced by President Pullman:

Contracts—With Boston, August Rogers; with Chicago, August Rogers; with Chicago, August Rogers.

Releases—By Brooklyn to Providence, John McCarthy; by Chicago to Cincinnati, Robert K. Wicker; by Chicago to Cincinnati, Robert K. Wicker.

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MALEANS BE SCRATCH MAN

Hubert Maletan, one of the greatest male riders in the world, will be scratched from the big handicap event at Revere Saturday night. He will concede two laps or over a half mile to Bill Stinson, and a mile to Elmer Collins of Lynn who will make his first start as a professional pace follower. In order to win Maletan will be obliged to lap Collins eight times in the heat Stinson, must catch the Cambridge flag for time.

That means racing from the very start through to the end of the full distance, twenty-five miles.

The handicap race between Maletan and Collins will start at 7:30 p.m. and will be run on the Revere track on Memorial Day. In addition to the two main events, there will be a number of other races, including a mile race for boys and a half mile race for girls.

The Cambridge race between Maletan and Collins will start at 7:30 p.m. and will be run on the Revere track on Memorial Day. In addition to the two main events, there will be a number of other races, including a mile race for boys and a half mile race for girls.

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VALE CREW AT SALE'S FERRY

GALEN PERRY, June 7.—No sooner had the Yale rowing squad arrived here than they were met by a large number of fans and a crowd of spectators. The rowers were met by a large number of fans and a crowd of spectators.

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GIANTS PLAYING IN HARD LUCK SAYS PRAIRIE CLARKE

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DON'T LET YOURSELF WORRY

“SHADOWS O

NEW YORK

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**Hair Goods
at Half Price**

Under Pompadours, good values at 50c. will be sold Friday for... **25¢**

"Lucille" Pompadours, extremely fashionable to wear with the Coronet braids: regular \$2.50 values.
Friday at **1.00**

Switches, all shades, including gray, Half Price

The Railroads vs. the People of Massachusetts

To Which Will the State's Law-makers Give Allegiance?

The Massachusetts Legislature has before it for early action an act popularly known as the "merger bill." It is a bill to allow steam railroads to purchase street railways. To be exact, it is the beginning of a plan to form a gigantic trust, which shall control all the transportation facilities of Massachusetts.

The public in sections of the State which have had an experience of the benefits of street railway competition with steam railroads will comprehend without elaborate argument that to allow the steam roads to buy up and control the source of their only competition will mean a check to progress in the improvement of service and the lowering of fares.

This is so clear that it seems rather strange that there should be serious-minded legislators who should argue to the opposite. It is, however, a fact that a considerable number of the Commonwealth's law-makers have argued that this act not only is not a bad thing for the State, but a positive benefit. A few of them, unfortunately, are men commonly reputed to be honest. The greater part, as would be expected, are those who are always to be found on the side of the great corporations when privileges for the Trusts conflict with the rights of the people.

The belief that the "merger bill" is the beginning of a plan to form a gigantic trust which shall control all the railway systems, steam and electric, in Massachusetts is not to be dismissed by railroad legislators by the airy statement that it is untrue, or that it has its foundation in the minds of deluded Socialists. The Massachusetts State Board of Trade, which has never been accused of being either socialistic or radical, has officially protested against the bill, and in a paragraph of its communication to Senators and Representatives has said:

"Later came the acquisition of the Fitchburg by the Boston & Maine, and the Boston & Albany by the New York Central. Rhode Island now, with Commonwealth having unlimited resources at command, what more tempting bait than the Boston & Maine Railroad system, and with it the control of the railroad transportation interests of New England, especially if with these could be secured the street railway transportation system as well?"

"That the New York Central and New York, New Haven & Hartford railroad officials might well write for such an end is evidenced by the fact that the Rockefeller, Vanderbilt, and Morgan interests are represented in each of the directorates of these roads; and that the Boston & Maine Railroad Company has already won a seat in the board of directors."

This protest from the State Board of Trade, which is signed by Edwin L. Sprague, chairman of the committee on transportation, and Lloyd E. Chamberlain, chairman of the committee on State legislation, would naturally be expected to carry much weight with the legislators and the Governor. It would do so beyond question if the interests it opposed were of a different character from what they are. Unfortunately, it is very seldom that any legislation is enacted at the Massachusetts State House contrary to the wishes of the Boston & Maine railroad, and the powerful lobby of that corporation is working and has been working for years to secure the passage of the merger act.

Not long ago the interests which want the bill were confronted by a serious difficulty. The Boston Elevated railroad began opposition to it, because it gave to a steam railroad a right it did not give to the Elevated. This made the passage of the bill practically impossible, because the Boston Elevated controls almost as many legislators as the Boston & Maine, the lobby of the big Boston traction trust is nearly as strong as that of the steam railroad, and if the Elevated should permanently oppose the bill the chance of its passage would be greatly lessened.

This difficulty has recently been removed in a most amicable manner. The interests back of the bill have agreed to allow a "joker" to be attached to it in the form of an amendment, introduced SINCE THE MEASURE CAME FROM THE COMMITTEES, giving street railways the same right to acquire other street railways that are given to railroads. In this form the scheme is agreeable to both the great corporations, and the two lobbies are united in agitating for the immediate passage of the act.

The Boston & Maine railroad had argued earnestly that it should be given the right to absorb street railways because the New York, New Haven & Hartford railroad, a Connecticut railroad, had the right to do so. The legislature, however, has refused to give the New York, New Haven & Hartford as acted illegally. There can be no question that the Legislature has the power to control the operations of foreign corporations within the Commonwealth.

The State Board of Trade has answered this argument clearly and conservatively thus:

"The Legislature of Massachusetts represents the people of Massachusetts, and it is respectfully submitted that, if an offense against the laws of the Commonwealth has been committed, especially in a matter of great and far-reaching consequences to the public, it is not a plain duty, instead of condoning and ignoring the offense, but to act for the protection of the people, to require compliance with the laws that have been violated."

There are many lesser objections to the bill, but important as they are, they sink into insignificance before the main point of the bill, which is to allow the Boston Elevated to acquire other street railways. The COMPETITION GIVES TO TRANSPORTATION SERVICE. This is the purpose of the bill. This is what legislators who vote for it will record themselves as favoring.

Those who have observed the progress of vicious legislation in this and other States where there is a subservient Legislature have never failed to note this peculiar coincidence—if it is a coincidence—that the WORST bills in some manner or other come before the Legislature during the summer months. The heat of the season, when the legislators are weary, and the weather is warm, and everybody is tired and anxious to get home.

In this connection it is to be noted that not only is the merger bill now before the Beacon Hill statesmen, but another scandalous measure, a scheme of the Boston Elevated Railroad, is also being rushed through at high speed.

This is the bill entitled "An Act to authorize the Boston Elevated Company to construct subways or subway in the city of Cambridge and to provide for connection thereof with the railway system in the city of Boston." It is an official title, and it is an official title, and it is an official title.

"An act to authorize the Boston Elevated Company to construct subways or subway in the city of Cambridge, to give it an irrevocable franchise on the new Charles River dam, to authorize it to destroy property value to the extent of \$1,657,746 in the city of Boston, and to forever prevent competition with the Boston Elevated road in the Northern Metropolitan District of Boston."

The bill as reported and voted upon in the House does ALL of these things. It authorizes the building of a subway and provides that the Elevated, WHICH PAID NOTHING FOR ITS ELEVATED ROAD FRANCHISE, shall trade that for a subway franchise, shall occupy that subway rent free for twenty years, and shall then sell the subway to the city, if the city wants to buy, for \$2,700,000 more than the original cost.

That the company is now given a franchise that can never be taken away has been plainly pointed out by President Prichett of the Charles River Basin Commission.

But for the route over the Charles River dam, the Boston Elevated has the Northern Metropolitan District by the throat. By right of that dam, the State retained the right to allow competition if it seemed advisable. This act takes away this people's right and presents the Elevated with the right to sew up the city of Boston to the north, free from all possibility of competition.

The most wicked part of the bill is the treatment it gives the city of Boston. It robs the city forever of vast property values. It fastens upon it an elevated road, privately owned, instead of a subway, municipally owned, which is Boston's right.

Thirty-eight holders of large properties, in the North End of the city, whose real estate holdings total \$6,000,000, are among the thousands who oppose the bill. They urge the Legislature not to destroy their property. It has been proved that an elevated railroad FOREVER DESTROYS property thirty-three and a third per cent, while a subway INCREASES the value of property at its entrances from two hundred to three hundred per cent.

Private property lying along the route of the proposed new place of elevated track is valued at \$3,000,000. The property of the Boston & Maine Railroad along the route is worth \$2,500,000. Estimating the depreciation of the private property at thirty-three per cent, there will be an irretrievable loss of \$723,236. Estimating the damage to the railroad property at twenty per cent, there will be a loss of \$685,480, a total of \$1,408,716. The estimated cost of the addition to the Elevated tracks is \$250,000. The estimated cost of taking property is \$125,000. This added to the property loss, will make the total cost to all concerned of the elevated road \$2,363,746.

It is estimated that to construct a subway a half-mile long, in place of an elevated structure, would cost \$1,250,000.

THE DIFFERENCE—\$1,108,746—is the COST OF THIS BOSTON ELEVATED'S DETERMINATION TO OWN THIS SMALL PART OF ITS SYSTEM. It indicates how important the railroad company believes this little connecting link to be.

In fifty years the city will lose in taxes through this \$1,108,746. Hundreds of small real estate owners in the North End, whose houses are heavily mortgaged, will find their property absolutely wiped out, the depreciation having been more than their equity.

This is what the bill will do—and more. It is surely a fitting bill to be considered by the legislators at the same time as the highly vicious "merger" bill, especially as, since the Elevated has been admitted to a share of the spoils in the one and the Boston & Maine has been added to actively object to the other, you will probably find about the same men voting for both.

The issue in both of these cases is clear. It is the Railroads vs. The People of Massachusetts.

In the past the Legislature has shown an unfortunate tendency to legislate for the great corporations without much regard for the welfare of the public.

The next few days will show whether the railroads have the State's law-makers thoroughly tamed, or whether there remain men of sufficient honesty and independence to speak, and work, and VOTE against these schemes.

ROUGH ON MONOPOLY LODGE!

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Whipping Post and Pillow for Some of Its Most Prominent Members

Ella Wheeler Wilcox

She Tells Exactly What She Would Do if She Had John D. Rockefeller's Money at Her Command

By Ella Wheeler Wilcox

Copyright, 1906, by American Journal Editors.

SOME one asked me what I would do if I had the money of Mr. Rockefeller. This is what I would do.

I would first of all establish a great scientific university for the development of children's minds, under the highest instruction.

Dr. Elmer Gates of Chevy Chase and Luther Burbank of California should direct the college and engage their retinue of assistants.

This college should keep in touch with the National Children's Home Society of Sioux Falls, S. D., so that after the children reached a certain age the agents of that society could assist in placing orphans under right home conditions.

This home society would also be one of my avenues of financial usefulness, as I would increase their staff of agents and teachers.

I would endow my scientific college so that for at least two hundred years there would be no lack of funds for its thorough experiments in moral brainbuilding.

Then I would use my influence in the way of financial aid to induce some well-known, prominent college to establish a great school of systematic training for good parents as a post-graduate course for both sexes.

The best physicians, the best psychologists and the best mental scientists should be paid good salaries to assist in this department.

Everything which could be proven in the line of the power of mental suggestion, the great work of cooperation of father and mother in giving the child good precepts, and the great work of cooperation of father and mother in giving the child good precepts, would be an important branch of study.

Great Possibilities.

PHYSICIANS of the regular school should show the results of heredity in children, and physical teachers should show the power of the mind to overcome these tendencies, when undesirable, or to accentuate them when desirable.

The great advantage of giving a child the inheritance of good blood and good inclinations would be illustrated and the possibility of eliminating the opposite inclinations would be shown.

Then I would offer money prizes and other rewards to the young couples who had the best children.

The greatest chances that human wit can form. Or bold ambition dares to put in practice. Depend upon our husbanding a moment.

NICHOLAS ROWE.

The Public Wants to See Mercy Shown to Tucker

Whatever may be the opinion of lawyers, who frequently and naturally lean their judgments on technicalities and court interpretations, it is very clear to the popular mind in Massachusetts that Charles I. Tucker ought not to be electrocuted next week for the murder of Mabel Page.

This opinion, which is overwhelmingly prevalent among the laymen who form the great mass of Massachusetts citizens, does not impugn the fairness of the courts which have passed on Tucker's case, nor the honesty and integrity of the officers who presented him. It is based upon the personal belief of citizens, who have read the evidence, studied the case, and pondered upon the responsibility of the State which takes the life of a human being if there is the slightest chance that he is innocent.

Many people in Massachusetts believe Charles I. Tucker to be innocent of the murder.

Many more people believe that Charles I. Tucker, at his trial, was not proved guilty BEYOND A REASONABLE DOUBT.

A still greater number believe that Tucker MAY be guilty, that there was evidence which pointed blackly toward him, but that in certain links of the chain of evidence which the government forged about him there was such weakness that the Commonwealth should not allow a sentence of death to be executed.

These cannot see—and this seems to be the nearly universal expression of opinion throughout the State—how the State is to lose in dignity, in prestige, or in power prevent crime, if Charles I. Tucker is sent to State prison for life, instead of being put to death.

The great public of Massachusetts will be well satisfied if Governor Gould sees his way clear to the commutation of Tucker's sentence. The respect for law which has always been a characteristic of Massachusetts citizenship will, under the existing circumstances, be STRENGTHENED rather than lessened by such an act.

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Welcome, Doctors and Scientists!

By Harry B. Metcalf

(The American Medical Association is in convention in Boston this week. The program of next week's big Christian Scientist convention has also arrived.)

HO, the doctors, great and small, from all the world have come. Practitioners of high degree, savants from lands afar. Of science medical they hold the substance and the sum—With life and all material in unison they'll spar.

HO, the Christian Scientists are coming, too, in hosts; Imaginary foes of health they've conquered with a think. Proclaimers of the "mental cure" from many distant coasts Will tell the story how it can put "disease" upon the blink.

HO, 'tis well that "Scientists" and "medics" come abreast. For each unto the other may perform a friendly trick: Your allopathic ills may be by "absent treatment" blest; And doctors plenty are at hand if "Scientists" get sick.

Little Editorials from the People

WE HAD THE ENGLISH EDITOR BORTON AMERICAN: Your editorial on doctor's prescriptions was a splendid one. Doctors should be compelled to write their prescriptions in the English language; they should also be com-

pelled to use letters instead of crows feet, as most of them do. They violate the prescriptions in such a way that the patient doesn't know how to spell Latin properly. It is a splendid one. Doctors should be compelled to write their prescriptions in the English language; they should also be com-

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